

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION WORKSHOP**  
**May 28, 2003**  
**Lansing, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present:            Ted Wahby, Chairman  
                     Betty Jean Awrey, Vice Chairwoman  
                     C. Robert Baillod, Commissioner  
                     Robert Bender, Commissioner  
                     John Garside, Commissioner  
                     Lowell Jackson, Commissioner

Also Present:     Gloria J. Jeff, Director  
                     Rob Abent, Bureau of Multi-Model Transportation  
                     Terry Anderson, Bureau of Highway Development  
                     John Friend, Bureau of Highway Delivery  
                     Myron Frierson, Bureau of Finance and Administration  
                     Leon Hank, Chief Administrative Officer  
                     Pat Isom, Assistant Attorney General  
                     Jerry Jones, Commission Auditor  
                     Susan Mortel, Bureau of Transportation Planning  
                     Sandra Lammert, Executive Secretary  
                     Patricia Lockwood, Commission Advisor  
                     Larry Tibbits, Chief Operations Officer

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 2:05 p.m. in the Sleeping Bear Conference Room, Murray Van Wagoner Building, Lansing, Michigan.

**Public Comments**

Chairman Wahby asked for any Public Comments. There were none.

**Commission Business**

**Presentation of Update of Five-Year Road and Bridge Plan – Director Jeff and Staff**

Director Jeff stated that no action would be taken on the proposed Five-Year Road & Bridge Program at the meeting. She said the purpose was informational only and questions and comments would be taken, and a full presentation would be given on Thursday at the State Transportation Commission Meeting.

Director Jeff introduced Susan Mortel, Director of Transportation Planning. A slide presentation provided information on the program's innovations and efficiencies, goals and expectations of the five-year plan. The system's health is improving. Average remaining pavement life has increased by 26 percent from 6.8 years to 8.6 years, since 1996. Poor pavement miles have improved by 11 percent. Improvement has stabilized on our bridges. Remaining service life is one way of looking at the system. We predicted 78 percent good roads, but achieved 75 percent. Efforts have been made to improve the Road Quality Forecasting (RQF) and data collection. There is more than one way of looking at system data. The Road Quality Forecasting (RQF) is turning up results that are too high. Discussion was held on which data collection method is the best.

Denise Jackson, Bureau of Planning, discussed the federal aid revenue estimate used to develop the 2003-2007 Five-Year Road and Bridge Program based on MDOT's share of the fiscal year 2003 Federal Aid Highway Program National Authorization of \$31.6 billion. MDOT's expected share is \$3.3 billion over the five years. In 2004 federal aid apportionments are assumed to increase two percent compounded annually, from fiscal year 2003 levels. Expected federal aid revenues total \$3.3 billion over the 2003-2007 Five Year Road and Bridge Program time frame. Ms. Jackson said the department works closely with the Department of Treasury, revenue and tax analysis. One point five billion dollars should be available over the five-year time frame. This includes the diesel fuel simplification package as signed into law. It does not include a diesel fuel equity rate increase. Commissioner Baillod asked about the debt service figures. It is about \$16 million according to Leon Hank. State revenue is slightly lower than the previous five-year program by \$84 million. Commissioners Baillod and Bender requested information on how much has changed in the strength of the bond. Bonds lost strength due to the economic down turn. Director Jeff said final bond decisions are with the State Transportation Commission. Ms. Jackson said \$240 million has already been spent on capacity increase/new road projects. The remaining \$260 million will be invested in preservation work as part of the Preserve First initiative. Director Jeff said with the strategy in place before this calendar year almost 60 percent of the work was preservation work. A chart was presented showing how the money will be invested in the 2003-2007 five-year program. Ms. Jackson discussed a comparison of three five-year plans. Major investment areas are: pavement, bridges, traffic and safety program, work zone safety, passing relief lane program, capacity improvement/new roads. When more decisions are made on how to proceed with the bridge program, she said the Department would report back to the Commission. She said the goal was to use the remainder of the federal grant, so the funds would not be lost. Sometimes the funds are carried over, but there's no guarantee.

Susan Mortel's presentation of the Preserve First program places an increased emphasis on preserving our transportation system, rather than expanding it. In 2003 MDOT deferred \$770 million in CI/NR work to allow for additional preservation activities. Preserve First will provide approximately \$400 million in road and bridge projects over the next four years, beginning in 2004 program. Work was chosen based on statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic. An additional \$104 million will be directed to our Safety, Bridge, Enhancement and Noise Walls programs for the period 2004-2007. The projects included

in the five-year plan are prioritized based on approved asset management strategies, focusing on repairing the worst roads and bridges and extending the life of both to keep them in good condition. Our programs include reconstruction and resurfacing/rehabilitation, an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system. The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21), which is the federal legislation guiding the distribution of Highway Trust Fund dollars expires on September 30, 2003. Then a new transportation bill will be written. Commissioner Awrey inquired if the Metro-Beck Road Project is deferred. Director Jeff confirmed that it is. Director Jeff said there is a methodology for prioritizing projects to be used and to make decisions about bringing projects back into the program. Discussions will be held in June with stakeholders to develop a priority-setting process and incorporate Commission comments. At the June Commission meeting, we will be asking the Commission for approval of the Five-Year Road and Bridge Program. Commissioner Garside asked Ms. Mortel a question about more revenue coming from Washington. Ms. Mortel said it is too early to say.

Commissioner Wahby asked the Director if she thought the five-year plan was on target. Director Jeff said that she thought it was.

Commissioner Baillod asked if the Department had looked at the impact of deferring the projects. Director Jeff said all 34 projects were important, but we cannot do them all. A discussion followed regarding the process by which the projects were selected.

Director Jeff said a full presentation of the Five-Year Road and Bridge Program would be made at the State Transportation Commission meeting Thursday, but the Department would not be calling for any action at this time. For now the Department is accepting information and comments from the public. At the June 26<sup>th</sup> Commission Meeting, the Department will request approval.

A motion to adjourn the meeting was made by Chairman Wahby and seconded by Commissioner Baillod.

#### ADJOURNMENT

Chairman Wahby adjourned the meeting at 3:30 p.m.

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Patricia A. Lockwood  
Commission Advisor